

GANG SURRENDERS

U. S. I. Company Has Its Gas Lease Ordinance Withdrawn.

MAYOR WEAVER'S VICTORY.

Boss Durham Feared Disruption of Philadelphia Machine.

Organization Heads Held a Conference and President Dolan of the Gas Company Wants the Fight Continued—Durham Foresees Vast Injury to the Machine if Such a Course Is Followed, and Finally Persuades Dolan to Withdraw the Concern's Offer—Public Indignation Was Fast Winning Converts to the Mayor—The Organization Plans to Continue Its Fight Against Him.

PHILADELPHIA, May 27.—At 2 o'clock this afternoon citizens in the neighborhood of the City Hall and the tall building of the United Gas Improvement Company observed with some curiosity a large American flag drop from the pole on the top of the U. G. I. Building and settle to the roof. The lowering of the flag at that particular moment was without special intention but it soon seemed to have peculiar significance. Two minutes afterward the whole city knew, it seemed, that Thomas Dolan, president of the United Gas Improvement Company, had sent letters to the President of the Council withdrawing the offer of his corporation to pay the city \$25,000 for the privilege of extending its lease fifty-three years after its termination in 1927. The news spread with extraordinary rapidity. Men at work in their shops caught a word of it, rushed into the street to get more and remained there to spread it farther. Bunting appeared at windows like magic; a band or two started playing somewhere; the fever of the good news appeared to be intoxicating. Customers of barbers sprang from their chairs and took to the street, some of them half-lathered; newboys tried themselves out furnishing extras to citizens, who grabbed at them voraciously.

FEARED DISRUPTION OF THE MACHINE.
The United Gas Improvement Company had struck its colors, but not until President Dolan was convinced that further antagonism of the public would be purely folly and would lead certainly to the complete disruption of the Republican machine already shaken and battered by the furious hammering given it by Mayor Weaver and public opinion.

Israel Durham himself counseled surrender, and in the opinion of Philadelphians who see to the bottom of things, the boss never played a shrewder game nor turned a water trick, even though the gas lease had to go by the board. While Mayor Weaver is a popular hero to-night in this city, and the brilliant James Gay Gordon and useful John M. Mack are praised in no small measure, it is to Durham, the crafty, that the public mind turns with something approaching admiration, with the applause that goes to the bold and skilful, even in a bad cause.

Nobody intimately acquainted with the present situation denies for a moment that Durham has not only kept the organization fairly intact, but that he has succeeded in placing the Mayor in a lamentable hole by his surrender to the public and the withdrawal of the gas lease proposition. The Mayor wins laurels, but he will pay dear for them, wise men believe.

U. G. I. WAS LOSING COUNCILMEN.
The end of the bitter struggle, so far as the gas deal, which has convulsed this steady, slow acting city has nothing for a quarter of a century, is concerned, came tamely enough. With dawn this morning the belief had come to something like a certainty that Durham, with all his power, and the U. G. I., with all its inducements, would never be able to hold in line enough Councilmen to pass the gas lease ordinance over the Mayor's veto.

Threats, entreaty, contempt and the unanswerable arguments of trade had done their work with the weakest kneed of the men who helped pass the ordinance. They were falling away from Durham and U. G. I. and flocking to Weaver and respectability. The machine's support was melting like a cake of ice on a hot sidewalk. The Mayor had made gains that astonished his foes. Councilmen who had sworn by all that was good and bad that they would turn a deaf ear to the public and swing the ordinance over the Mayor's head slipped into Weaver's office and told him, sometimes with tears in their eyes, that they simply could not stand to be ostracized by friends and neighbors and treated like dirt under foot. Would he please take them back and give them a letter written on his official paper so they could show it to their constituents in proof of recantation? By noon to-day was figured that Mayor Weaver needed only seven more votes in the Select Council and ten in the Common Council to protect his veto. Six Councilmen, three of whom had boasted that they would never go back on Durham as long as there was a sun in the heavens, and their words called on the Mayor before noon.

The defection of Selectman George B. Edwards from the Twenty-second ward, Germantown, was a blow that jarred the gammen. It finished the job and brought about Boss Durham's advice to Dolan to quit while there was a chance to save the carcass. Edwards is one of the oldest members of the Council. He is a member of the sub-committee on finance which steered the gas lease ordinance through. He was regarded by the gang as absolutely safe.

But the people of Germantown turned on him. His neighbors did not see him when he bowed. His customers informed him that he need not count upon their trade. His wife implored him to stand up for the right. He went to Weaver.

DOLAN WANTED FIGHT CONTINUED.
The man most interested in the salvation of the gas lease ordinance went first at 9 o'clock this morning to the office of Israel Durham, in the Betz Building. President

MAY IGNORE ELIGIBLE LIST.

Mr. McAdoo May Sit to Acting Details—In Doubt About Questions Asked.

Police Commissioner McAdoo threatened yesterday that if the Civil Service Commission did not give him a satisfactory eligible list for police promotions he would not use the list, but will make temporary appointments so long as he is in office. Just what moved the Commissioner to make the statement was not apparent. The subject had not been broached by the newspaper men.

"I have not been consulted," said he, "with reference to the questions for inspectors and other grades, and I do not know on what lines the examinations are cast. Of course I take it that the whole machinery of the examinations is most carefully and scrupulously safeguarded. But I have heard at second hand that some of the questions propounded were in reference to what course they would pursue under certain police conditions."

"Who is to judge of the merits of the answers to such questions I do not know. He ought to be some one who has personal and professional experience in the matter of police work. I doubt if any outsider could make a decision on the merits of such answers."

"It is only just to myself and the gentlemen whom I have asked to advise me, that the public should know that my discretion in making permanent promotions is limited entirely to the lists presented to me by the commission, and my power to make rejections from the lists is likewise quite limited. The fountain head, therefore, is with the Civil Service Commission. I would be very glad indeed to furnish the commission, so far as I could, with the records of the actual police work of these men, if such records counted for anything in the making up of the final percentages."

"I have only one power left in the matter, and that is if I found the lists entirely unsatisfactory, looked at from the best police and public point of view, to ignore them and continue acting appointments. If I found myself badly handicapped I would not hesitate to take this course and let the lists lie stagnant as long as I remained in office."

MISS ROOSEVELT HITS BULLSEYE.

Tries Her Hand at a Rifle Range on Coney Island.

Miss Alice Roosevelt and a party of friends rode to Coney Island last evening in automobiles and made the round of the shooting range. Miss Roosevelt, who is a very beautiful girl, is a keen sportsman and scored three bullseyes out of five. "Wild Burt," the ex-cowpuncher who is in charge of the rifle range, told Miss Roosevelt that he had known her father in the West. Miss Roosevelt seemed much interested and asked with a smile:

"Can he shoot any better than I can?"

"Wild Burt" looked at the recently made score and shook his head, being much too glib to make comparisons.

Miss Roosevelt was accompanied by Mrs. Harry Payne Whitney, J. M. Waterbury, J. J. Blair and Lawrence Waterbury. During the party's visit to the park all the electric lights went out and the grounds were left in darkness for twenty minutes. The trouble was caused by the burning out of a transformer in the lighting plant.

PEANUTS WITH SUBWAY BOOZE.

Reasons for It, Which Began, but Only Began, With the Canary Birds.

Peanuts are now the most prominent provender in the bar of the Subway Tavern, a very beautiful Joe Johnson's sanctified saloon at Bleeker and Mulberry streets.

It was established some days ago by the learned Curator Smith of the Central Park Zoo that peanuts have a strange influence on undetermined sex. And it is time that a strange influence was exerted on sex in Mulberry street, says Johnson's Fulcher.

The trouble showed itself in the case of Cuddy, the Canary bird. Cuddy was the consort of Potty, a gentleman bird of magnificent voice and great ambition. In the fulness of time, the Cuddy-Potty family was increased by five little canaries, or rather canaries, for they were all songless, simple, housekeeping lady canary bird babies. This did not worry the beautiful Joe Johnson, his beautiful manager, Joe Johnson. But Cuddy and Potty have never been quite themselves since.

The next demonstration at the Sign of the Subway was that of Becky, the upstairs cat. The Becky babies were fine babies—but they were all kittens. There were seven of them.

Bill, the father, wandered from his own fireside. He got down into the subway with Becky, or Mrs. Bill, became very bitter. She refused to associate with Bill any more. She cut him out. She made his ears look like Irish lace. She did him to a frazzle. And Bill apparently went to the Feline Supreme Court of South Dakota and got a divorce for incompatibility of temperament.

At any rate Sarah, the ratskeller cat, made up to him and now Sarah has five kittens. But all of them are girl cats.

It will be easily understood that some uneasiness was created in the Subway Tavern by the events of the evening. Joe Johnson, almost as beautiful as the boss, has two babies. They are both girls. The beautiful Joe Johnson had but one child, it was a girl, too.

Last Wednesday another baby came into Mr. Johnson's family. It is a girl.

Anybody who likes fresh peanuts can find them in a large blue bowl at the end of the Subway Tavern lunch counter.

BRIDGE DRAW WAS DYNAMITED

EXPLOSIVE PUT IN IRON SOCKET IN WHICH THE DRAW TURNS.

A Question Whether It Is the Result of Labor Troubles—Explosion Destroys the Timber Support of the Unfinished Draw and Bends the Big Steel Beams.

Little more is known of a dynamite game which was played in the Hackensack River early yesterday morning than that a great charge of the stuff was exploded in the "shoe," or socket, of the new draw being constructed for use in the passenger bridge of the Pennsylvania Railroad, which crosses near the Turnpike on the outskirts of Jersey City. It made a roar that was heard not only in Jersey City, Newark and Hoboken, but in lower Manhattan and western Brooklyn. It tore into splinters the middle of the crib that supports the draw and cracked and bent the steel beams of the draw itself. It might have wrecked the draw beyond repair were it not that the structure had not yet been bolted and the framework yielded to the concussion where resistance would have made destruction.

Who did the job and why they did it are matters of conjecture on the part of the Jersey City police and the railroad detectives. Whether the dynamiters accomplished all they wanted to do is another problem that probably won't be solved unless one of them is caught and confessed.

The Hackensack flows southwest in this neighborhood on its slow way to Newark Bay and is crossed here by the bridges of the Pennsylvania and Lackawanna railroads and the trolley and foot bridges. The Lackawanna bridge is well to the north of the foot bridge. The Pennsylvania bridges, freight and passenger, are just to the south, about 100 feet apart, the passenger bridge, which bears a tremendous traffic daily, being further down stream. A new draw was needed for the passenger bridge and the company has been constructing it for about a year. It is about 400 feet long and is framed on a great crib about 90 feet south of the passenger bridge. When finished it is to be moved up stream and elevated into place. The cost of the draw was to be \$300,000.

The draw is less than one-third constructed and is about 200 feet in length. In the center of it is a "shoe," or socket, on which the draw will turn when it is in place. It was in this socket that the dynamite was placed. This is positively known, for the socket was destroyed by the explosion. The socket is an iron casting and weighs about 3,000 pounds.

A long fuse was attached to the dynamite, and the powder marks of twenty feet of fuse could be traced along the timbers under the draw.

The dynamiters reached the draw in a rowboat was proved conclusively late yesterday afternoon when an abandoned rowboat with only one oar was found on the Jersey City shore about half a mile from the draw. This boat was stolen from a bathhouse and when it was taken away in the early morning had two oars. No trace of the second oar could be found yesterday.

There has been a recent conflict between the unions and the men in charge of the building of the draw. The railroad does its own bridge building and sticks to the open shop. It was said yesterday that the unions had first tried to annoy the railroad by compelling the men to work on the bridge. The company had not obtained permission to obstruct the river with the crib. The outcome of this did not satisfy the unions.

A few weeks ago there was violence. A foreman of construction, William Muchon, was called out of his office and set upon by six men, whom he said recognized as union bridge workers, and terribly beaten. Several of his teeth were knocked out, his face was hammered, and he had "the boots put to him" in the manner which entertainment committees were wont to prescribe in the days of Sam Parks.

The Pennsylvania company sent several detectives to guard its workmen, and six Jersey City policemen went to the spot not only to see that the draw builders were safe, but to prevent labor troubles at the works in the neighborhood. There was no further trouble and a few days ago all but one of the policemen were withdrawn.

At the time of yesterday morning's blow-up three railroad detectives were on duty about the bridge, and William Knapp, a watchman, was cleaning a boiler of the piled-up timbers close to the new draw. None of them saw or heard anything until the flash and the roar. Knapp was knocked down and the detectives were stunned and deafened.

General Superintendent Sheppard of the Pennsylvania received the following report from Division Superintendent Abercrombie:

"At 1:30 o'clock this morning a watchman reported that the drawbridge in process of construction in the Hackensack River had been blown up. Later advices are that very little damage was done."

The dynamiting recalled the recent rumor that President Cassatt of the Pennsylvania Railroad had received letters threatening his life. On this subject Supt. Sheppard said:

"As to the report that threatening letters have been received by officials of the company, I will say that I have received no threatening letters. No officer of the road has received a threatening letter, so far as I know. Possibly some foreman may have received such a letter and not reported the fact."

If the president of the company had got a letter of the kind I mentioned, he would have heard that he has received a threatening letter.

In regard to the cause of the explosion, dynamite might have been used on the drawbridge by setting it off with an exploder. Persons could have operated from a boat, using a wire connection to set off the dynamite. The drawbridge could be approached only in a boat.

We sometimes have had trouble with "entertainment committees," this having occurred in the time of the late Sam Parks, who died in Sing Sing prison. I sent for him at that occasion, and he threatened to get out all right. I have not heard of any such trouble recently.

French Warship Sent to Crete.

Special Cable Dispatch to THE SUN.

PARIS, May 27.—The Temps says that the armored cruiser Kiebo, now at Bonn, Algeria, has received orders to proceed to Crete, which is the center of the Cretan movement for annexation to Greece, and to which two Italian ships of war, with 1,800 marines on board, were despatched on May 9.

TOGO KEEPS THE LINERS OUT.

St. Paul, Cello and Caledonia Supposed to Be at Anchor Off the Hook.

A southeasterly zephyr rolled a heavy fog into the last lap of transatlantic ships that ought to have arrived yesterday and forced them to anchor last night out side the Hook.

Three of them, the American liner St. Paul, the Anchor liner Caledonia and the White Star giant Celtic, had communicated by wireless with Nantuxet just after dawn yesterday, and the officials of the lines expected their ships to dock before sunset.

The Anchor Line agent sent out a notice that the Caledonia had broken the record from Glasgow and would be up to her pier last evening. He had not counted on the fog, which the Weather Bureau reported all along the coast from Virginia to Block Island.

None of the three big ships was able to make her presence known to her agents, because none had a sister ship equipped with wireless. A revenue cutter was out yesterday, and a revenue cutter was held at the Barge Office pier until 5 o'clock last night waiting for reports from the Hook. No word came out of the dense mist and the customs folks went home.

KILLED IN LUNA PARK.

An Athlete Falls Five Stories in "Fire and Flames."

George McLean, one of the firemen in the "Fire and Flames" show in Luna Park, was killed during the 9 o'clock performance last night. McLean was one of a troupe of four acrobats who were performing on the front of the burning building on scaling ladders.

McLean failed to hook his ladder securely on the cornice of the building. It gave way under him and he fell five stories to the pavement below. He was taken to the Reception Hospital but died almost immediately after his arrival there.

The audience did not understand that a real tragedy had taken place, as they supposed that the falling man was one of the dummies which are thrown out of windows during the show. There was no excitement and the show went on as though nothing had happened.

MRS. SHAW TO MARRY A PEER.

Sister of Mrs. Charles Dana Gibson Will Wed Lord Revelstoke.

RICHMOND, Va., May 27.—Although no formal announcement has been made, it became known to-day that the marriage of Mrs. Nannie Langhorne Shaw and Lord Revelstoke is to be expected in the not distant future. Mrs. Shaw is a sister of Mrs. Charles Dana Gibson and of Mrs. Reginald Brooks. Like them, she is famed for her beauty. When a girl she married Robert G. Shaw of Boston, and several years later got a divorce from him.

She has since spent much of her time abroad, and of late has been occupying a residence with Mrs. John Jacob Astor at Marlborough. She has met Lord Revelstoke frequently, both being fond of hunting and riding. Her intended is the second Lord Revelstoke, John Baring by name, of the famous firm of Baring Bros.

LEFT OUT IMPORTANT WORD.

Wisconsin Senate Must Repeal the Railway Rates Commission Bill.

MADISON, Wis., May 27.—The omission of the little word "not" in the engrossed copy of the bill passed by the Senate, creating a commission to control and supervise railway rates, makes it necessary to amend the bill. The Senate has passed the bill of the new law was intended to read that "They" (the orders of the commission making rates) "shall not be declared inoperative, illegal or void for any omission of a technical nature in respect thereto."

As the bill was actually passed by the Senate it provides that the commission's rulings "shall be declared inoperative," &c., for any omission of a technical nature in respect thereto.

The mistake was discovered by accident by a member of the railroad committee, and had it not been noticed the bill would have become a law and the railway commission would have been born of its power. The situation now calls for the re passage of the bill in the Senate with the word "not" placed in the section where it belongs.

CHILEAN CRUISER FOUNDERS.

Commander of the Presidente Pinto Reported to Have Committed Suicide.

SANTIAGO, Chile, May 27.—The Chilean cruiser, Presidente Pinto, has foundered in the Gulf of Ancud, off the southern coast. According to one report her commander, Capt. Whiteside, committed suicide in despair. Another version says he was drowned.

She was a sister ship of the Presidente Errazuriz, was built of steel, sheathed and coppered, and was of 2,674 tons in displacement, with 7,400 horse-power. She was built in France and was completed in 1902.

JEROME AFTER TOM O'ROURKE.

Delavan Hotel Proprietor Rearrested on Special Sessions Warrant.

District Attorney Jerome procured for the rearrest of Tom O'Rourke, proprietor of the Delavan Hotel, at Broadway and Fortieth street, and Detective Campbell got O'Rourke and took him before Justice Olmsted, who held him under \$500 bail.

O'Rourke's hotel was raided on April 26 by Egger's men. On May 19, for lack of evidence, Magistrate Whitman, in Jefferson Market, discharged O'Rourke after a hearing on a charge of running a disorderly house.

Under the information act which District Attorney Jerome had passed, he has the right to review any Magistrate's decision. The District Attorney has made no secret of the fact that he is after O'Rourke and has been busy strengthening his case against him.

SHE LEAPED FROM A WINDOW.

Thought She Had a Burglar, but It Was Only a Sparrow.

MOUNT VERNON, N. Y., May 27.—The police received a message this morning that a woman dressed only in a nightgown was in the yard surrounding the home of Dr. Howland, 232 Garden avenue. Roundsmen Gilroy found that she was a maid employed by Dr. Howland who had jumped from the third story window because she thought she heard burglars in the house.

FLEETS MAY BE IN BATTLE.

Russian Ships Enter Korean Straits and Tokio Hears of Fight.

TOGO IN GOOD POSITION.

Japanese Commander Favored by the Place of Battle.

ROJESTVENSKY MOVES HIS FLEET NORTH.

ward in Two Columns, Battleships to Starboard and Cruisers and Smaller Boats to Port—Cruisers From Vladivostok Believed to Be Steaming South to His Assistance—Separate Engagement May Occur at Saddle Islands.

SCENE OF THE NAVAL BATTLE.

Tau Shima, or Tau Island, where the Russian ships are reported, is about in the middle of the Straits of Korea. At high water, as shown on the map, it becomes two islands, a channel then separating the highest parts. The western channel is about thirty miles wide and the eastern about twenty-five. If the Russian fleet is victorious in battle or if it evades the Japanese warships it still has 650 miles to go to reach Vladivostok, its destination.

TOGO'S ADVANTAGE PLAIN.

Washington View of a Naval Battle in the Korean Straits.

WASHINGTON, May 27.—The entire fighting strength of the Russian fleet, not including the colliers and smaller vessels, which were evidently left behind, probably at the Saddle Islands and at Wusung, were this morning headed for the Tau Shima Straits, a portion of the Korean Straits, according to a despatch received at the State Department late this afternoon from Lloyd C. Griscom, United States Minister to Japan. The following bulletin was issued by the State Department:

"Mr. Griscom, the American Minister at Tokio, has reported to the Department of State the announcement of the Japanese Admiralty that the entire fighting strength of the Baltic fleet was seen this morning headed for the Tau Shima Straits."

Government officials here firmly believe that the two fleets will meet within a few hours, if they have not already done so. It is thought that Rojestsvenky has left behind him at the Saddle Islands and at Wusung colliers and small vessels which would not only be of little use in battle but which would impede any rapid dash toward Vladivostok by the fighting craft of his fleet.

Private advices received here early today, which are regarded as authentic, reported that more than twenty-one Russian vessels were at the Saddle Islands, including three battleships and three cruisers. Later despatches of an official nature report the departure of six fighting vessels, with the other ships remaining at anchor, despite the protests of the Chinese officials. The battleships and cruisers evidently hastened away to join Rojestsvenky in his

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